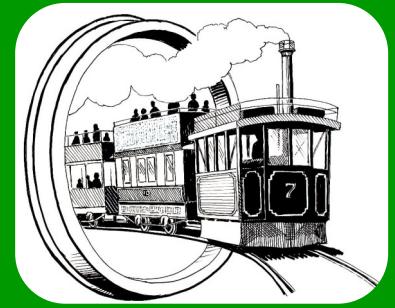


# FERRYMEAD

## Tram Tracts



*The Newsletter of the Tramway Historical Society*

*November/ December 2021*



***Kitson Steam tram update***  
***Progress on Trolley and Diesel Buses***  
***Cable Car Progress***  
***Graham Stewart's Latest book***

*Monthly Newsletter of the Tramway Historical Society*  
*Editor: Alex Hunter*

*Contributions welcome. Please send to [tracts@ferrymeadtramway.org.nz](mailto:tracts@ferrymeadtramway.org.nz)  
All contributions must be received by the 20th day of each month of publication.*

## Presidents Report - Stephen Taylor



As I sat down to write this, I suddenly realise that we are nearing the end of November and Christmas is about 32 days away. Where has this year gone? Also, this is the first Tracts edited by our new Editor Alex Hunter. I understand that he plans a few changes – as in his prerogative as editor.

Also, this will be my last president's report for 2021, and looking back on 2021, it has been another year of ups and downs. Lots of good progress with items such as restoration of Christ-

church Hills Car #24 and Mornington Grip Car #103, and the boiler replacement on the Kitson. Plus the Trolley Bus overhead pole replacement project has completed another major milestone and lots of tidying up around the Trolley Bus shed, and even a couple of bus charters. And progress also on Cranmer with quite a bit of new floor going down in the display hall end.

On the down side, the latter part of 2021 has also seen of COVID related interference in our lives, which has again impacted on the Society with another lockdowns and subsequent restrictions on operation of the Ferrymead Tramway. Social distancing has impacted which trams could be operated in passenger service and the Park has had to cancel most of the Event days and restricting numbers of visitors in the Park. All this has had an adverse impact on our income from Tramway operations.

With the government announcing the start of their Traffic Light system (replacing the old COVID alert levels) from early December this year, hopefully the COVID impacts will be lessened going forwards – at least for those who have had their COVID vaccinations (which I hope includes all readers of Tracts). However, the full impact of the Traffic Lights system needs to be worked through – especially what it means at each “colour” of Traffic Light on Tramway Operations, and will be aligned with the visitor entry criteria to the park.

As you are all probably aware, it also impacted on the Society's AGM which was delayed two months to October this year – a report on this elsewhere in Tracts.

Also, approaching the end of the year also means we are fast approaching the time where we run the Ferrymead Tramway on a daily basis – just before Christmas through to the end of January. Please can those of you on the tram driving roster continue to help out with driving over this period. And speaking of January, we are planning to run the Society's annual “Sunset Tour” bus trip on Wednesday 26<sup>th</sup> January, which is planned to leave the Tram Barns in Bridle Path Road at 7:30pm for a “mystery destination”. Cost will be \$5 per attendee – which covers fuel for our bus and a supper at the Tram Barn afterwards.

I would also like to welcome two new members to the Society

– Tom Forsyth and Cate Laurenson – I hope you will both enjoy your new hobby as much as the rest of us do.

And finally, since this is the last President's report for 2021 (along with the last Tracts for the year), I wish everyone a safe and happy festive season and that we can look forward to a more settled 2022.

### New Editor for Tracts.

Greetings All, My name is Alex Hunter, 37 and lives in Christchurch with my family, I am Originally from Auckland, I started my tramway interests 26 years ago after a visit to the MOTAT museum. I've been a member of the THS for 22 years and presently looking after the Kitson Steam Tram.

A few years ago I ventured overseas on my Overseas experience to the UK and found sanctuary at the Ffestiniog railway in North Wales, Lucky enough to get a job as a fitter on the various Double Fairlie and Garratt locomotives in the fleet, a really interesting and varied job that I did for 3.5 years.

My Present Role is looking after the various Trams on the Christchurch Tramway in the Central city, all quite good fun really!

Tracts - Looking to change it back to monthly, and largely keep the content about the societies activities as there is plenty going on as Stephen has said and I would certainly like you all to hear about it. Eventually I Would like to change the format to being an online version, a work in progress.

Many Thanks Alex Hunter

### Subscriptions for the 2022 Calendar year.

*A notice will be out for these before the end of the year*

## Annual Society BBQ

### Saturday 18th December

All welcome to come along and enjoy some fine THS conviviality and enjoy a sausage or two.

4.30pm onwards at the Tram Batches.

Bring a Seat as seating is limited.

Sausages, Bread and Coleslaw and non-alcoholic drinks provided

See you all there!

*Cover Photo : Brian Fairbrass of the HTT, is Trial fitting one of the Brake Valves in Chch Hills Car 24.*

## Annual Sunset Bus Tour 2022

**Wednesday 26th January**

*Departing from the Trambarn at Ferrymead at 7.30pm*

*Heading to a "Mystery Location"!!*

**\$5 per person for the trip and for Supper at the conclusion of the evening at the Trambarn**

### Annual General Meeting 2021

The 52nd Annual General Meeting of the Tramway Historical Society Inc was held on the 27th October 2021. There were 28 members Present, and 14 apologies noted.

This was held 2 months later than planned due to a Covid outbreak.

There was a Report from Murray Hobbs about the various commercial jobs that the HTT had undertaken in the 2020-2021 year. These included a full body overhaul and repaint of the CTL Restaurant tram W2 411, this was started in May and completed on time in late October 2020. Next was the fitting of exchange wheelsets and motors for Invercargill Birney 15, This was followed by a Recanvas and body repairs and wheel turn to Dunedin Box car 11. Presently they are focussed on Tram 24. A report from Dave Sanders on the Health and Safety for the THS and HTT was tabled.

A new Secretary was Elected, Evan Batchelor, a very warm welcome to Evan to this important role, Dave Hinman has stepped down as Secretary after many years in the role, Don McAra spoke on behalf of the Management Committee and THS membership, to thank Dave for his contribution to the Secretary role and for his many activities to the THS over the years, Dave and Dot were presented with a Gift each, and Dot received some lovely flowers.

There was a Notice of Motion put to the membership to Rationalise the Diesel and Trolley Bus fleets. There was much discussion on this, the Motion was then Lost with a vote majority opting against.

Cam Lill spoke about the Buses saying that they have been successfully run in the past and have covered costs of their upkeep, A Building needs to be high priority to house them first and foremost.

### Management Committee for 2021/2022

President: Stephen Taylor

Vice President (Operations): Jonathan Day

Treasurer : Stephen Taylor

Vice President (Administration): Dave Sanders

Secretary : Evan Batchelor

Committee : Alan Roi, Steve Lea, Larry Day, Sandra Cron, Don McAra, Alistair Cross, Jenna Crothers, Graeme Belworthy

The meeting then Concluded with a Supper.

### Cramner Building update.

The current progress on replacing the old chipboard floor in the west end of the Cranmer building that the Society is intending to turn into a display hall. The old "water damaged" chip board floor on the right has been replaced by new flooring. The centre bit has been opened out to ground (asphalt level) for vehicle access (to be put on display), and while the framing has been setup, the old chipboard flooring still has to be replaced on the left hand side.



### Track Report By Ken Henderson.

The THS Track Gang has dwindled in size over the years and now consists of just Ken, Peanut and Graeme (Belworthy). The average age of the team is getting on a bit, so we need some younger blood! Fortunately a lot of sleeper renewal and other major track repairs have been taking place over the years but maintenance is an ongoing requirement to keep the trams in service.

Our routine jobs include on a monthly basis cleaning and oiling the point mechanisms, greasing the curved track ( tram drivers are asked to help with this job as it eases the

wear and tear on tram wheels and the track). Weed control has been made easier with the acquisition of a battery operated sprayer. Grass mowing around the depot areas is a regular task especially in the spring.

If you think you could help please contact Ken Henderson 0211318905.

Whilst we are usually there on a Saturday there are some jobs on the track that need to be done midweek when there is no advertised service.

You will be trained to drive 5W the work tram if necessary.

## Bus News - Alan Roi reports.

### Bus Park:

We have been levelling out the area on the west side of the Trolleybus Shed in order to form a hard standing area to park a lot of our diesel buses on. One of our most recent volunteers in the trolleybus crew is Angela. She has proved herself to be most proficient with a digger and has done the majority of the levelling, using a hired digger and on one occasion the CRS one. We have compacted this area down and at time of going to Press are shifting buses on to the new parking area. We appreciate the assistance given to us by Peter and James in the CRS who have given us use of both their loader and digger.

### Trolleybus Overhead:

Since the last issue of Tracts we have continued to prepare for shifting the overhead onto the recently planted poles. We are awaiting approved structural engineering plans from Leyton Chan of MOTAT. Leyton is checking the design that was supplied to us by Allan Nielson who has given us the original design, which he has approved from an electrical point of view. We hope to start serious work along the road soon. In the mean time we have attached back stays to some poles and also transferred wires to new poles in the depot area. Larry Day continues to overhaul fittings in his "Factory" at home.

### Wellington 258:

This bus has had some electrical problems that we have been working through. A smiling Callum Brieske has announced that all the faults have been eliminated, although there is still more to do. We plan to shortly put 258 over the pit and do a full service including cleaning more of the control gear. This will improve the reliability of this bus.

### Dunedin 79:

Murray Clark continues to work on the indicators and other 24 volt wiring, gradually bringing this bus up to scratch. Once we are ready to open the system again, we will be putting 79 through for a COF and hope to use her regularly.

### Trolleybus Shed:

In a recent storm the trolleybus shed lost some roofing iron due to extremely strong wind. We are grateful to be advised of the damage by a local resident from the other side of the railway. This has been repaired and the shed is now in reasonable condition. A window was also damaged in the same storm on Bus 290.

(Photo Captions next page)

Great Progress guys!! (Ed)





Top Left: Dave Hansen and Murray Clark assist in the Clean up.  
 Mid Left : Dunedin 79 leads the way for a test run.  
 Above Left : The clear area out front of the Trolleybus shed.  
 Photos by Alan Roi and Philip Murphy.

Top Right: Jono and Larry Day working on the Troughing.  
 Mid Right: Jono Day on the roller making a good surface.  
 Above Right : Some of the buses parked on the newly tidied area.

## Driving Tips—Dave Jones reports

When tram driving it is essential that you take a lunch break in the middle of the day. If you use the attached time table a lunch break is incorporated. On special days a designated lunch break motorman is provided. This lunch break requirement is in compliance with transport regulations and the Society's Safety Case.

Passenger safety signs have been installed in trams 1, 22 and 236. It is strongly recommended that prior to starting each trip you advise your passengers to make themselves familiar with the requirements outlined in the safety signs and direct their attention to the locations of the safety signs:

## Health and Safety notes – Dave Sanders Reports

- A reminder to please use an RCD isolation device when using mains power tools in Cranmer or the Trolleybus Shed as there is no mains / switchboard protection at these two locations.
- There is a new section in the “THS Safety Guidelines” – Section 6 “Danger Do Not Operate” tags. These tag may be applied by any person to equipment that is considered to be unsafe to use in its current state. It is essential to consult with those that use the equipment and to consult with the Workshop Forman prior to application. This tag can only be removed with the authorization of the tag applicant, or in extreme circumstances on the authority of the THS VP Administration and the THS President who must have consulted with the tag applicant before removal.
- Ensure storage shelving is used rather than leaving materials on the ground or in any other trip hazard area,
- Please refrain from parking vehicles on the formed pathway between the Tram Barn tram stop and TBI.

TRAM STOP

CARS DEPART HERE

**TRAMS DEPART HERE EVERY 30 MINUTES FROM:**

**10:30 am until 12 pm**

**AND FROM:**

**1:30 pm until 3:30 pm**

**OR AS TRAFFIC DEMANDS.**

## For your SAFETY:

All passengers **MUST** remain seated when the tram is in motion

**DO NOT** lean out of the tram when the tram is in motion

In open sections of the tram, adults may sit on the outside, children **MUST** sit in aisle seats

In the unlikely event of an emergency, passengers **MUST** remain seated and be guided by the crew

## COVID-19 Response Management Plan.

Vice President ( Administration) Dave Sanders has been working hard sorting the Documentation to allow the Society and the HTT to operate using the Government's new Traffic light system for the COVID –19 Pandemic. A key decision THS and HTT have made is to allow entry to our buildings, plant and vehicles to those people that have a current Vaccination Certificate (Children under their care are exempt).

**Currently the Alert is in the ORANGE Level.**

The Following protocols must be adhered to.

### How we stay safe at Orange

- Record keeping and scanning will be required,
- Face coverings will be mandatory in or on all THS Trams and encouraged elsewhere

- Scan in on Entry to the site.
- Wash hands on arrival to the site before starting any work.
- Only Vaccinated people will be allowed on site (the Trambarns or Trolleybus Shed) or in THS Vehicles (Trams, Buses, etc.)..

### Where we can go at Orange

- THS facilities — open with capacity limits based on 1m distancing
- Workplaces
- Specified outdoor community events (night markets, open days),

For any further Advice , contact Dave Sanders for a copy of the Covid19 Response Document.

Email : [brownda@xtra.co.nz](mailto:brownda@xtra.co.nz) or 021 423 763

## Hills Car 24 Progress.

### From the Editors Camera.

24 is making good progress with many tasks being worked on.

Graeme Richardson, Bob Williams, Brian Fairbrass and Mike Hobbs have been working on 24 on the various tasks.

These include windows for the Saloon section, these are looking good. The open section flip over seats are getting the steelwork and castings sorted for these, Hopefully by the time you read this, the Axleboxes for the 14D5 trucks will have arrived from A&G Price in Thames, and will be underway to get all the various surfaces machined to allow them to be fitted, these are a copy to look like the original but with a Melbourne type bearing to suit the Axle bearing surface. Brian Fairbrass has been busy installing the Brake valves and associated pipework, and sorting the sanding valves.

The guys have been busy preparing components for painting and then setting them up to paint in the Booth.



*Left : Brian working away on one of the destination Periscopes.*

*Below; Bob working on the Life guards for 24, these are mounted on the trucks*



*Lower Left; Graeme working on the Gutter rail for 24.*

*Lower Right; The new saloon windows fitted*



## Dunedin Cable Car Restoration -

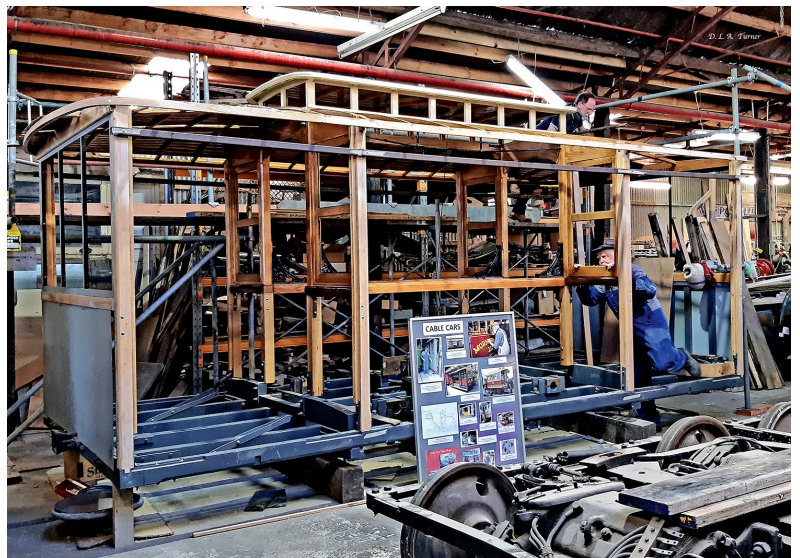
### Don McAra Reports

I have been staining the kauri roof slats which we cut down and trimmed from a large roof beam from a factory on St Leonards near Port Chalmers. This was donated by a gentleman who approached me when the Cable Car Museum was opened in Mornington. He is a boat builder, and recently called to see how the kauri is being used. Bill Perry, Richard Holland and I are now happily getting the roof slats on a few at a time, planing and sanding the upper surfaces, and looking forward to canvassing the whole main roof. Lawrie Cooper is waiting until the roof is finished before he can go on working on the axle boxes and setting the car onto its wheels. We have had a new volunteer come along to join us, Kristian Bortoli who works for a foundry in Riccarton and has a keen interest in the trams and the buses, A very warm welcome to Kristian.

*Below : Don McAra and Kristian working on the end of the Cable car*



*Current view of 103  
Don McAra attends to a  
newly fitted window frame  
and Bill Perry above.  
Photo : DLA Turner*



*Bill Perry showing new  
Volunteer Kristian Bortoli  
a roof slat being prepared  
to be fitted.  
Photo: Don McAra*



## Kitson Steam Tram - Alex Hunter reports

The Kitson steam tram has been making plenty of progress of recent, The new boiler is secured onto the frame and all of the fittings necessary to make it operable have been fitted. Fittings such as the Ashpan, Safety Valve, Water injector, and Throttle valve etc.

The throttle valve was quite worn out, we are most grateful that Bob Williams of the HTT has carried out the repairs necessary to make it serviceable again, and a new dry pipe in the smoke box has been fitted. On Saturday 30th October saw a fire lit in the boiler, first fire under the THS ownership, and steam pressure was made and the various fittings were tried out, this was the first time that this boiler was operated to full working pressure since 1952, when it was used for Soil Sterilisation at the Orchards in Ferry rd.

On 24 November, Marcus Stocks of SGS Inspections Ltd came by to witness the live steam test of the boiler and test all the various fittings. , I am very pleased to report that it passed with flying colours and a new boiler certificate was issued for 12 months.

This leaves a handful of tasks before the body can go back on the frame, such as boiler cladding and fitting new pins and bushes in the Valve Gear, the Cylinders will also receive some new attention including new piston rings.

Saturday 20th November—Steve Lea and I got busy with paint brushes and painted the boiler with Pot belly black paint, its certainly looking much better for it.

Saturday 27th November saw more progress, I was removing and assessing the Valve gear for repair, and I was fortunate to have some help on the Cab, Peanut and Ken Henderson were spare due to it raining outside, they did a great job degreasing the lower portions to allow it to be repainted when the time comes.

*Top: Ken Henderson and Peanut Degreasing the Cab.*

*Middle: Myself and Marcus Stocks with the Boiler*

*Right : The front of the boiler showing the new dry pipe*

*Below :The new boiler in steam for the first time Saturday 30th October*

*Photo : DLA Turner*





## Graham Stewarts Latest Book

With 27 books to his credit, well-known author Graham Stewart has announced it is the end of the line, his last book. Graham has completed in-depth research to deliver a well-illustrated coverage of the remaining trams in New Zealand. *Trams Still Around New Zealand* is true to its title, detailing the existence of 99 trams; 85 New Zealand trams and 14 trams from Australia now resident here. Between the covers the reader will discover that the tramcar in New Zealand is far from a street vehicle of the past. Already the tram has returned to the streets of Auckland and Christchurch. Coverage is given to each of the trams now running within the boundaries of transport museums in New Zealand, those that are in storage but not yet running, with coverage also of trams still used as baches around New Zealand. Each tram portrayed has its history outlined with generous photographic coverage of each tram in original condition, as stored, and finally as restored (if that has occurred). Also featured are the Wellington and Dunedin cable-cars. Wrapping up this most interesting book is a broad coverage of the various tramway societies and groups.

A4 portrait format, over 600 black & white and colour photographs, 160 pages, card covers.

Copies can be purchased from the THS, Contact Stephen Taylor: [treasurer@ferrymeadtramway.org.nz](mailto:treasurer@ferrymeadtramway.org.nz)

Cost is \$40 per copy. Copies can be collected from me at the Trambarn at Ferrymead – drop an e-mail to arrange, or posted to your postal address as follows: New Zealand: \$5. Australia: \$18

Payment can be made in cash (on pickup), or to the Society's bank account 030802-0095056-001 (using your name and "TSANZ" as references) – including postage if necessary, or payment by VISA/MasterCard (include Card Number, Expiry Date, 3 digit security code on the back of the card, and name as printed on the card).

